April 2001 Task Force Recommendations

Triangle Traffic Task Force

General Statement of the Problem:

- Increasing volume of "cut-through" traffic in "Triangle" area, especially at peak commuting hours.
- Excessive speed in particular areas and times of the day.
- Failure by some motorists to observe stop signs, no passing zones, etc.

Overarching Task Force Goals:

- Control cut-through traffic in the Triangle area in a manner that is equitable for all residents of the area.
- Reduce excessive speeding and enhance safety of residents, visitors, and motorists.
- Minimize day-to-day inconvenience to residents.
- Employ minimum tools that achieve goals while preserving neighborhood character and values for residents.
- Implement a long-term monitoring program to assure goals are being met.

Problem Area 1 -- Oak Street between Lee Hwy Rte 29/50 and Main Street

Specific Problems Identified:

- Excessive maximum speed (52 mph recorded in 25 mph zone)
- Excessive typical speed (35 mph eighty fifth percentile in 25 mph zone)
- High traffic volume (3-4,000 v/d, peak hourly volumes 400 v/hr)

Special Factors Identified:

- Students at day school, high school, and school bus stop.
- Little League and other sports activities at Pius VI and American Legion field.
- Longest sight distance and unimpeded flow in the Triangle.

Goals:

- Reduce 85 percentile speed to less than 30 mph.
- Reduce excessive maximum speed to less than 40 mph.
- Stabilize or reduce peak hour traffic volumes.

Problem Area 1 -- Oak Street between Lee Hwy Rte 29/50 and Main Street

Proposed Actions:

Initial Phase (ASAP)

1. Monitor speed and volume for typical week prior to the start of activity to establish a current base line

2. Install 4 way stop at Oak/Cedar/Panther
3. Install raised cross walk on Oak just north of school bus stop
4. Install "25 MPH speed limit" signs mid-block on both sides of Oak Street.
5. Install white line/Do Not Block sign on Panther Way in front of Boyd School.
6. Install painted crosswalk leading from the Boyd school to the Keith Park/American Legion playing fields.

Second Phase

1. Monitor speed and volume for typical week, at 4 and 12 weeks after Phase 1 measures implemented.
2. Obtain City Police speed enforcement assistance coordinated with the observed times of excessive speed.
3. Review results of Phase 1/2 effort and discuss additional indicated measures to be implemented with Phase 3.

Third Phase

1. Install flashing "School Zone" warning signs on Oak, north and south of Cedar/Panther intersection.
2. Implement additional calming measures as required.
3. Monitor speed and volume for typical week, at 4 and 12 weeks after Phase 3 measures have been implemented.

Problem Area 2 -- Cedar between Chain Bridge Rd and Richardson

Specific Problems Identified:

- Excessive maximum speed for conditions (44 mph recorded in 25 mph zone).
- Excessive typical speed for conditions (31 mph eighty fifth percentile in 25 mph zone).
- High traffic volume for conditions (1500 v/d, peak hourly volumes 140 v/hr).
- Accidents and congestion from peak hours entrance/exit at Cedar and Chain Bridge.
- Drivers frequently observed running stop sign at Cedar/Richardson.

Special Factors Identified:

- Failure of many drivers to recognize that they are entering a residential area.
- Narrow street. Short sight distances.
- Pedestrians and pets are common; there are only occasional sidewalks.

Goals:

- Minimize problems at corner of Cedar and Chain Bridge, especially at peak hours.
- Reduce 85 percentile speed to below 30 mph.
- Stabilize or reduce peak hour traffic volumes.
- Minimize stop sign and other violations.

Problem Area 2 -- Cedar between Chain Bridge Rd and Richardson

Proposed Actions:

Initial Phase (ASAP)

1. Monitor speed and volume for typical week prior to the start of activity
2. Install "No Left Turn Between the Hours of 7-9 AM/4 –7 PM" signs on Cedar at intersection with Chain Bridge and on N bound Chain Bridge at Cedar.
3. Install "Stop Sign Ahead" warning sign on north side of Cedar at appropriate distance from Richardson.
4. Install traffic turtles or lane dividers on Cedar at intersection with Chain Bridge segregating the opposing traffic.

Second Phase

1. Monitor speed and volume for typical week, 4 and 12 weeks after Phase 1 measures implemented.
2. Obtain City Police speed enforcement assistance coordinated with the observed times of excessive speed.
3. Review results of Phase 1/2 effort and discuss additional indicated measures to be implemented in Phase 3.

Third Phase

1. Install raised crosswalk with "nubs" on Cedar at the intersection with Chain Bridge. Build up the existing corner to create hard corners and narrow the entrance to Cedar from Chain Bridge.
2. Install "Neighborhood" sign on Cedar at entrance from Chain Bridge.
3. Monitor speed and volume for typical week, 4 and 12 weeks after Phase 3 measures have been implemented.

Problem Area 3 – Keith/Cedar between Main Street and Richardson

Specific Problems Identified:

- Excessive maximum speed for conditions (42 mph recorded in 25 mph zone).
- Excessive typical speed for conditions (31 mph eighty fifth percentile in 25 mph zone).

- High traffic volume for conditions (1500 v/d, peak hourly volumes 140 v/hr).

- Drivers routinely cross double yellow lines on curves on Keith.
- Drivers on EB Main Street accelerate rapidly entering Keith to beat oncoming traffic, cutting the corner at SB Keith too close to waiting cars.
- Drivers frequently observed running stop sign at Keith/Oliver.

Special Factors Identified:

- Failure of many drivers to recognize that they are entering a residential area.
- Narrow streets/Tight curves/Short sight distances.
- Pedestrians and pets are common; there are only occasional sidewalks.
- NB Stop sign at Keith/Oliver partially obscured by terrain and vegetation.

Goals:

- Minimize problems at corner of Keith and Cedar, especially at peak hours.
- Reduce 85 percentile speed to below 30 mph.
- Stabilize or reduce peak hour traffic volumes.
- Increase adherence to traffic regulations in curves.
- Minimize stop sign and other violations.

Problem Area 3 – Keith/Cedar between Main Street and Richardson

Proposed Actions:

Initial Phase (ASAP)

1. Monitor speed and volume for typical week prior to the start of activity to establish a current base line.
2. Install turtles extending island on Main St. at Keith to help avoid corner cutting and avoid excessive entrance speed into Keith.
3. Install "Stop Sign Ahead" warning sign on east side of Keith at appropriate distance from Providence.
4. Install turtles from 50 feet before to 50 feet after curves on Keith at Keith Parks and on the Keith/Cedar curve.
5. Post signs at Keith/Cedar curve advising drivers to slow to 10 mph.
6. Install 3 way stop sign at Cedar and McLean to slow east and west bound traffic on Cedar.

Second Phase

1. Monitor speed and volume for typical week, at 4 and 12 weeks after Phase 1measures implemented.
2. Obtain City Police speed enforcement assistance coordinated with the observed times of excessive speed.
3. Review results of Phase 1/2 effort and discuss additional indicated measures to be implemented in Phase 3.

Third Phase

1. Install raised crosswalk with "nubs" on Keith in the curve at Keith Park and on Keith at the entrance from Main.
2. Install "Neighborhood" sign on Keith at entrance from Main Street.
3. Monitor speed and volume for typical week, at 4 and 12 weeks after start of Phase 3.

Problem Area 4 -- McLean between Lee Hwy and Cedar

Specific Problems Identified:

- High traffic volume for conditions (1250 v/d, peak hourly volumes 125 v/hr).

- Drivers frequently observed running stop sign at McLean/Cedar.

Special Factors Identified:

- Failure of many drivers to recognize that they are entering a

residential area.
- Narrow street. Short sight distances.
- Stop sign at McLean/Cedar partially obscured by "No Parking" signs and vegetation on west side of McLean.
- Pedestrians and pets are common; there are no sidewalks.

Goals:

- Minimize problems at corner of Cedar and Chain Bridge, especially at peak hours.
- Reduce 85 percentile speed to below 30 mph.
- Stabilize or reduce peak hour traffic volumes.
- Prevent McLean from becoming an alternative to Cedar for drivers cutting through Triangle.
- Minimize stop sign and other violations.

Problem Area 4 -- McLean between Lee Hwy and Cedar

Proposed Actions:

Initial Phase (ASAP)

1. Monitor speed and volume for typical week prior to the start of activity to establish a current base line.
2. Install "Stop Sign Ahead" warning sign on west side of McLean at appropriate distance from Cedar.

Second Phase

1. Monitor speed and volume for typical week, at 4 and 12 weeks after Phase 1measures implemented.
2. Obtain City Police speed enforcement assistance coordinated with the observed times of excessive speed.
3. Review results of Phase 1/2 effort and discuss additional indicated measures to be implemented in Phase 3.

Third Phase

1. Install raised crosswalk with "nubs" on McLean at Lee Hwy.
2. Install "Neighborhood" sign on McLean at entrance from Lee Hwy.
3. Monitor speed and volume for typical week, at 4 and 12 weeks after Phase 3 measures are implemented.

Problem Area 5 – Railroad Avenue Between Main Street and Oliver

Specific Problems Identified:

- Excessive maximum speed for conditions (40 mph recorded in 25 mph zone).
- Excessive typical speed for conditions (27 mph eighty fifth percentile in 25 mph zone).

- High traffic volume for conditions (1500 v/d, peak hourly volumes 100 v/hr).

Special Factors Identified:

- Failure of many drivers to recognize that they are entering a residential area.
- Narrow street. Short sight distances.
- Pedestrians and pets are common; there are no sidewalks.
- Mix of business and residential traffic.

Goals:

- Reduce 85 percentile speed to 25 mph.
- Stabilize or reduce peak hour traffic volumes.
- Provide demarcation between residential and commercial properties..

Problem Area 5 – Railroad Avenue Between Main Street and Oliver

Proposed Actions:

Initial Phase (ASAP)

1. Monitor speed and volume for typical week prior to the start of activity to establish a current base line.
2. Install "25 MPH speed limit" signs mid-block on both sides of Railroad – before the line of demarcation between commercial and residential property on the east side of Railroad and between Moore and providence on the west side of Railroad.

Second Phase

1. Monitor speed and volume for typical week, at 4 and 12 weeks after Phase 1 measures implemented.
2. Install raised crosswalk with "nubs" on Railroad just north of the last commercial driveway.
3. Obtain City Police speed enforcement assistance coordinated with the observed times of excessive speed.
4. Review results of Phase 1/2 effort and discuss additional indicated measures to be implemented in Phase 3.

Third Phase

1. Install "Neighborhood" sign on Railroad in the vicinity of Moore St.
2. Monitor speed and volume for typical week, at 4 and 12 weeks after of Phase 3 measures have been implemented.

Additional Task Force Recommendations

- Conduct speed/volume monitoring on Warwick Street, Walnut Street, and Hallman Street both before and after the initiation of this program to assure that the problems on those streets have not been exacerbated by this effort.

- The Task Force requests the City to explore the possibility of relocating the UPS drop box on Railroad closer to the U.S. Postal Service mail box so it would be further away from the residential areas and attract less traffic into those areas.

- There should be some continuity of the Task Force to allow performance to be related to goals and new/revised goals established as appropriate.